CITY AND THE SUBURBS.

FULFILLED-BRIGHT SKIES AND A HOT

New-York and the surrounding country, especially suffering New-Jersey -- in fact, the whole North Atlantic coast-was in a state of mind yesterday alternating between hope and despair according as the clouds opened and showed a strip of welcome blue or closed heavily and sullenly over the sun. The people of this section of the country have be-come exceedingly depressed by the almost un-paralleled continuance of rainy and cloudy weather. The Weather Bureau authorities say that more rain fell in the month of July, 1889, than has yet fallen in this month. In July, 1889, 9.63 inches of rain fell, and thus far in this month the rainfall has been But there are three days yet left in month, and, although more rain fell in another July, there has not been so many rainy days in any er July on record as in this present year of Our Lord one thousand eight hundred and ninety-seven. only have the rains depressed the public, flooded many cellars on the west side of the city, inundated the lowlands of New-Jersey and caused less of many tens of thousands of dollars, but they a still larger loss to the farmers of New-York and New-Jersey. country the cry goes up that the crops are suffering m the prolonged soaking they have received. The wheat is sprouting, potatoes are rotting in their hills and every sort of crop is in danger. proprietors in all the summer resorts are complain-ing that they are doing a poor business, for people are as comfortable in the city as anywhere else ir the sort of weather that has prevailed all through

The promises of fair weather yesterday were visible at all in this city, although it could be seen at brief-intervals in New-Jersey. Later in the day hw stray rays of sunshine fell through the thin clouds upon the waiting city, but it was only at rare intervals, and soon after noon it rained again

BRIGHT SKIES MAY BE LOOKED FOR.

The weather prophets in the local bureau said last night that the stormy weather was almost over They added that the heavy rains of Wednesday had helped to dissipate the conditions that had produced the extreme rainy and cloudy weather of the month, and that by this morning when the city was at breakfast the skies would probably be serene and bright again. It was also said that a hot wave was on its way to this part of the country, but the exact time of its arrival could not be told. New-York will welcome almost any extreme of heat after the depressing weather it has endured for nearly a

The cellars in nearly all the basements of stores and of many private dwellings on the West Side between Twenty-third and Twenty-fifth sts. and Ninth-ave, and the river were flooded yesterday as a consequence of the heavy rainfall. The sewers could not carry off the water fast enough, and at several corners in Tenth-ave, and in the crossstreets the gutters overflowed and sidewalks were

The residents and storekeepers in this section the city complain bitterly, and say that ever since Eleventh-ave was raised the sewer through Twen-ty-third-st. falls to carry off the water when there is a heavy rainstorm, and that the water from the overcharged sewer backs up through the sewer culverts at the street corners and flows into the cellars and basements. At the saloon on the north-west corner of Tenth-ave and Twenty-third-st. there was five feet of water in the cellar, and a large quantity of goods was destroyed. At the Brighton Mills, Twenty-third-st. between Tenth and Eleventh aves., pumps were rigged and the imployes were engaged in pumping the water out the basement.

employes were engaged in pumping the water off of the basement.

Yesterday morning many residents in this section had to send to the grocers in the neighborhood for a supply of coak and wood in order to cook breakfast, their own fuel being under water.

A water pipe leading from a main at Washington and Hubert sts. to the property at the southeast corner hicke Wednesday night and caused considerable trouble in the neighborhood. A row of old-fashioned 6wellings in the bleck has been partially form down to make way for a business building, and excavations for the foundation are now in progress. The heavy rain softened the sandy earth at the sides of the excavation and caused a cave-in under the Hubert st. Sidewalk. The water pipe broke in turn and washed out still more of the sidewalk. The excavation was flooded, as were nearby cellars. FORCED FAMILIES OUT AT MIDNIGHT.

The adjoining house at No. 389 Washington-st ndered unsafe on account of the water in the excavation, and two families were compelled to move out at midnight. A part of the side wall fell yesterday morning, being undermined by the water. The Bronx River between White Plains and Mount Verson overflowed its banks and submerged adjacent property, much of which is devoted t gardens, and yesterday corn, beets and tomatoes

were to be seen growing up apparently in the mid-die of large lakes. The water covered much of the latlands. The losses of the owners of gardens will be seen.

die of large lakes. The water covered much of fatlands. The losses of the owners of gardens will be sever.

The schooner William M. Everett, owned by the Lorg Island Brick Company and commanded by Captain Abraham Frank, is aground on a bar in Captain Abraham Frank, is aground on a bar in the captain decided to run her still further up on the captain decided to run her still further up on the beach. This he succeeded in doing, and she was resing easily last night.

Water Island, near Patchogue, during the storm Wednesday night was partly submerged. Lightning struck the hig flagpole on the house ten feet away from 'ne main hotel building, on the island. The talling pole struck the roof over the room occupied by Mrs. R. W. Caldwell and Mrs. Edward M. Skinner, but nobody was hurt. The Episcopai Church at Ronemin, Long Island, was struck by Ignning Wednesday night. The whole front of the building was shattered and windows in the sides wete smashed.

The storm did much damage on Staten Island. There was a bad washout on the Amboy division of the Staten Island Rapid Transit road between Point Pleasant and Ridmond Valley, and the stone atch 'ridge at Cherry Lane and Willow Brook Read, connecting the towns of Casileton and Northfield, was washed away. Travel cannot be resumed over this highway until the bridge is repalted by order of the Board of Supervisors. The lowlands in the town of Westfield were completely under water yesterday, and much damage has been done to grewing crops.

HEAVY FLOOD LOSSES IN ELIZABETH.

Elizabeth, July 29.-The flood of last night did Camage to the extent of at least \$30,000 in the city. and some estimater go as high as \$50,000. It was afternoon to-day when the hole under the railroad tracks was cleared of water and trolley-cars were shie to resume their trips. A few years ago the city depressed its streets near the crossing of the Pennsylvania and Central railroads and the railroads elevated their tracks. Last night, when the Elizabeth River overflowed, the water poured into the decreasing and decedal the stores and buildings. the depression and flooded the stores and buildings The water was not cleared until to-day, as the sewers which are supposed to carry off the water were unable to perform their duty owing to the sand and earth which washed into them during the from

the rood
The electric power-bouses had to shut down last
night because the water from the river entered the
boiler-rooms and threatened to put out the fires.
When the waters neared the grates the fires were
drawn. This left the city in darkness last night.
In the business centre the flood came slowly and
gave sufficient warning, so that most of the merchants saved their stocks by carrying them to the
upper stories. The most serious loss will be the
stoppage of work in the factories and foundries.
It will require several days to get the machinery
into condition, as it is more or less covered with
nud.

NEWARK FACTORIES CLOSED DOWN.

The water which flooded the entire lower part of Newark on Wednesday night soon receded, and yessewark on Wednesday night soon receded, and yesterday it was only in the lowest portions of the city that there was any water, though the marks of the flood were apparent on all sides. Many of the big manufacturing plants in the lower part of the city were idle yesterday. The water had in most cases receded, but the machinery was filled with mud and slime, and to have started the machinery would have meant much greater loss.

The flood came so suddenly that few had time to save articles from their celiars, and few took the warning given by the rising waters to save what was on the first floor. The water failing all through the city practically centred in what is known as "the Neck." The big sewers could not empty their contents into the river and bay, because the water in them was so high that there was an inflow into the sewers instead of an outflow.

The Consolidated Traction Company had much trouble owing to the flooding of the wheel pits at the Boyd-st, power-house. The machinery there cannot be gotten into shape for a week.

In Nutley, Franklin and Belleville the damage to streets and lawns by the rushing water was great. The same conditions existed in the Oranges, but ho serious damage was done. terday it was only in the lowest portions of the

RAVAGES OF THE STORM. WASHOUT WRECKED TRAIN.

ISLAND RAILROAD.

PROMISES OF FAIR WEATHER ONLY PARTIALLY PASSENGERS ON THE CANNON BALL EXPRESS BADLY SCARED BY A PREVIOUS ACCIDENT-A BUSY DAY FOR ROAD OFFICIALS.

> An accident in which three passengers received serious injury and many more had narrow escapes occurred yesterday morning on the Long Island Railroad Train No. 72, which left Port Jefferson at 6:25

o'clock in charge of Ruthill Dayton, conductor, with Coe Jackson, engineer, in charge of engine No. 50, and Robert Miller, his fireman, was thrown from the track between East Northport and Kings Park. Those seriously hurt were:

SMITH, Major Clinton E., of Smithtown; cut about neck; three ribs broken; badly cut about the legs.

WODDHULL C. H., of St. James; brother-in-law of Major Smith, whom he was visiting; seriously cut about the head and neck; hands and arms lacerated and serious wound in his leg.

LENHARDT, P. Frederick, of Smithtown; several ribs broken and internal injuries.

The following were injured, but not severely:

ELBERSON, Joseph, of Setauket; cut about the head and body and hurt in the back.

ARTHUR, H. W., of Smithtown; cuts on the head and had one arm and one leg bruised.

MILLER, Robert, fireman; severe contusions.

JACKSON, Coe, engineer; hurt about the head.

The train was made up of a combination baggage and smoking car, and two passenger coaches, beside the locomotive and tender. There were ten passengers on the train when it ran into a washout, caused by the storm. Engineer Jackson slowed down, but as no damage was done he went ahead.

Half a mile further west Jackson saw that the tracks at the foot of a hill he was then descending were submerged, and he reversed the lever and applied the air brakes with full force, but the hill was too steep and the tracks too slippery to permit of bringing the train to a stop. The washout was in a valley formed by hills looking east, west and north. The engineer saw that the north rail had sagged nearly a foot for a distance of twenty-five feet.

THE ENGINE TRIED TO RUN UP HILL. The engine and the tender left the track, and, turning sharply to the right, ran part way up the wooded hill. The engine then turned to the left across the tracks and toppled over.

Miller jumped as the engine turned the second time and fell into a ditch. Jackson, however, remained at his post and crawled from the wreck of his cab, which was twenty feet from the engine, from which it had been torn when it stopped. The cars rolled over as soon as they

The passengers, Miss Nellie Sturtevant, of Terryvile; Albert Lenhardt, of Smithtown; Major Clinton E. Smith, of Smithtown; P. F. Lenhardt, of Smithtown: J. C. Hawkins, of Stony Brook; H. W. Arthur, of Smithtown; E. M. Smith, jr., of Smithtown; C. H Woodhull, of St. James, and Joseph Elberson, of Setauket, in the mean time were undergoing a thrilling experience. When the cars fetched up in the water, after the passengers had been knocked about and injured, the ten people scrambled to get out. Miss Sturtevant, the only woman on the train, was the first one out.

MEDICAL AID SENT FOR

Drs. Davis and Donohue, of Northport, and Dr. Fenning, of Smithtown, were sent for. They attended the injured, who were moved to their homes. The officials of the company in Long Island City were informed, and were soon on the Island City were informed, and were soon on the spot. They looked after the passengers, and transferred those who cared to go, to a special train which reached Long Island City at 11:55 o'clock. The train which met with the mishap was due at 8:22.

The three men, who were the most seriously injured, were in the smoking car, while the others were in the passenger coaches.

The wreck delayed four passenger trains for three hours, a gravel and a freight train. The gravel, after the wreckage had been cleared, was used to repair the broken roadbed.

The road officials are making an investigation. It is considered fortunate that the accident oc-

It is considered fortunate that the accident ocurred so early in the morning, when travel was ight, for loss of life might have resulted had light, for loss of life might have resulted had it happened during the middle of the day when there is big riding.

PASSENGERS SHAKEN UP.

Yesterday morning's accident was the second mishap on the road within twelve hours. Near Manor, on Wednesday night, the rear truck on a parlor car of the Cannon Ball express left the track, and as a result four cars broke loose while the train was going at the rate of fortyfive miles an hour. Fifty people where on the train, but no one was injured.

The train divides into two sections at Manor,

The train divides into two sections at Manor, one for Amagansett and the other for Greenport. The Greenport section of four cars was attached to the rear of the Amagansett train. The first intimation the passengers had of the accident was a fearful joit, which terrified all on board. Then the four cars bumped over the ties while women in the cars screamed. Then the parlor-car, which had broken loose from the train, fell over on its side, bringing the four cars to a standstill. There were thirteen members of the Black Thorn Club, of Brooklyn, on the train, returning from Riverhead.

The train went on for more than a mile before the engineer discovered that he had left behind a portion of his train.

TWO LARGE DAMS COLLAPSE.

FARMS INUNDATED AND MANY LIVES JEOPAR DIZED BY THE RUSHING WATERS. Plainfield, N. J., July 29.-A portion of the dam

Plainfield, N. J., July 23.—A portion of the dam of the Plainfield Ice and Cold Storage Company at Washingtonville collapsed at 11:40 o'clock last night, and poured forth a seething current that over-flowed the banks of Stony Brook, between that point and North Plainfield, and inundated the sur-

rounding country. The unceasing downpour had undermined a section of it, but it was repaired, so that it was thought it would stand the strain until the storm should abate. The water continued to rise at an should abate. The water continued to fisc as alarming rate, however, and at 10 o'clock the gates were unable to provide sufficient space to accommodate the overflow, and gradually the water crept over the top till it wore away the cappling. Suddenly a great roar was heard, and it was seen that a section of the stone portion of the dam for sixty feet had collapsed. The lowland along the north was completely submerged. Every house-holder in the flooded district suffered losses varying from 15 to \$500. There was no loss of life, younged to the stone portion of the dam for sixty feet had collapsed to carry his wife and children through four feet of water, that was rising higher every minute, to a place of safety on high ground. The families of Frank Small and Mrs. Peter Burnett, each of whom had two small children, were not miniment danger of being carried away by the current when Charles Sprague and James Brows came to the rescue and, wading through the water to their waists, carried the women and children to a safe place.

The dam at Wetumpka Falls also gave way, and several bridges on the stream were carried away. At the Brookside Sanitarium a large bridge was carried away, and those in the house were obliged to remain there. alarming rate, however, and at 10 o'clock the gates

THE RARITAN RIVER OVERFLOWS ITS BANKS New-Brunswick, July 29 (Special),-The Raritan River here stands the highest since the freshet in

River here stands the highest since the freshet in February, 1885. The water last evening stood about a foot over the towpath separating the river from the Delaware and Raritan Canal. This morning at high water it flooded cellars and the first floors of stores along the waterfront and Lower Burnetst. Little damage was done.

The fires in the engine-rooms of Johnson & Johnson's Plaster Factory, Janeway & Co.'s Wall Paper Factory, the United States Rubber Company's Plant, the Norfolk and New-Brunswick Hosiery Works, Ives Needle Works and the Empire Machine Works were extinguished.

HOTTEST DAY IN FIVE YEARS IN UTAH Salt Lake City, July 39.-Yesterday was the hottest day known here in five years. The Weather Bureau operator reports the thurmometer at 38 de-grees, while at several points on the street the mercury was as high as 163.

DAMAGE TO CROPS IN THIS STATE. Saratoga, N. Y., July 29.-The rainfall has been excessive throughout this section for a number of days, and great damage has been done to the crops. In many places the lowlands are inundated Tickets good 30 days.—Advt. excessive throughout this section for a number of

and crops entirely ruined. Rye, hay and corn are DRY DOCK ROAD GOBBLED. UNION PACIFIC TO BE SOLD. TO CAPTURE THE SENATE. seriously affected, and reports are coming in that potatoes, which promised a profitable yield, are rotting in the ground. All lakes and streams in Northern New-York are swollen to an unprecedented height for this season of the year.

THE PARTY NOT SUFFERING. A STARIN BOAT GOES TO THE RESCUE OF THE PEOPLE ON HUCKLEBERRY ISLAND, BUT

MOST OF THEM DECLINE TO LEAVE CAMP.

The seven people from Mount Vernon-Charles Bard, son of ex-Judge William H. Bard; John Nes bit, son of T. F. Nesbit, cashier of the People's Bank; Ezra De Forest and Lulu De Forest, nis Christian Morgan, Howard Cornell and stormbound on Huckleberry Island, in the Sound, were reached early yesterday morning. A steam yacht belonging to John H. Starin put out to the island and succeeded in reaching it. The members of the party were discovered sitting about camp fires and singing. They had not suspected the anxiety of their parents, and said that they enjoyed their experience.

CONNECTICUT STREAMS ON A RAMPAGE. THE NAUGATUCK SURPRISES THE OLDEST IN-HABITANT-HIGHWAYS SEVEN FEET

UNDER WATER.

Thomaston, Conn., July 29.-All flood records for Thomaston have been broken by last night's storm. An all-night rain, which seemed to come down in sheets, made out of the Naugatuck River a stream of gigantic proportions, and as a result everything within a radius of two miles of the stream proper is inundated to a depth the like of which no on hereabouts recalls. At 7 a. m. the railroad tracks were covered to the depth of six feet in places, and south of this place there had been three washouts.
Waterville, Conn., July 29.—Last night's storm
has created all along this portion of the Naugatuck Valley a situation unparalleled for at least half a The whole valley hereabouts has become ing there were no highways leading north. places the water on the highway between here and maston was seven feet deep, and it was 10:30 when the first team came through from Thoma ton. The water reached to the horses' necks and poured into the wagon. Toward noon the water

ecceded rapidly. Litchfield, Conn., July 29.--It is hardly possible yet to estimate the damage caused by the flood which has reached proportions colossal. have been lost, but many thousands of dollars of damage must have been done. At Shepaug Station, a few miles below here, there is every evidence of a localized cloudburst or waterspout. Running through there is a little stream, but the havoe caused at that point is so great as to render impossible the belief that the swelling of this tiny stream could be responsible for it. The principal

stream could be responsible for it. The principal highway has been swept away.

Near Morris Station, there has been a railroad washout of seventy feet. The East Bantam River is higher than ever before. On the main road a good-sized bridge was swept off and lodged several hundred feet away against a high embank-

Greenfield, Mass., July 29 .- The rain of the last twenty-four hours has done much damage to the crops in the meadows in this section. At Turner's Falls there is great anxiety in regard to an immense jam of logs the t is held in the narrows about a mile and a half above the falls. The log drivers predict that if the logs go out suddenly after a further rise of water they will be more than likely to sweep out many of the bridges on the Connecticut River. It is estimated that there are 30,000,000 feet of logs at the Narrows. The holding of the logs depends on whether or not the river continues to rise. It has been rising steadily during the day, but not rapidly.

A BACHELOR IN THE BRIDAL SUITE.

THE HOTEL ATTACHES ALARMED OVER A GUEST'S DISAPPEARANCE-A JAG AND WHAT IT LED TO.

This is a story of a bachelor who slept in the bridal suite of a hotel uptown, with an explanation when the bachelor in question entered the hotel. He was well known at the house, having been a guest there frequently. He had been out celebrating the defeat of the Persians at the battle of Marathon, or some other incident dear to his hisin his movements. He lisped thickly to the clerk that he had the "glittering, glimmering nebulous nucleus of a jag," and was rapidly adding "to the for a room. He explained that an ordinary sleepfor a room. He explained that an ordinary sieghting-room would supply his wants, as he had no idea of giving an athletic exhibition or vaudeville entertainment. So a common, ordinary, \$2-a-day room was assigned to him. He asked that he be called at 9 o'clock in the morning, and then fol-lowed a circultous path, the terminal of which

In the rush of business the loquacious bachelo was forgotten, and the hotel quieted down for the night. All went well until 9 o'clock, when the hall boy, in response to the call fotted down, went to the room and rapped loudly on the door. There was no response. Then the operation was re-peated. Still there was no answer. Then visions of some tragedy flitted through the mind of th

of some tragedy filtted through the mind of the hall-boy and he gently tried the door. It was unlocked. He opened it and looked in. The room was empty; the bed was untouched. There was no sign that the bachelor had been in it at all. A general alarm was started, and a search was made of the house. The search proved fruitless.

While the excitement was at its height the teleseme in the office rang loudly, and registered a fall for ice water from the bridal suite on the first floor. The clerk was puzzled. The bridal suite had no tenants. A hall-boy was dispatched to the room to find out the trouble. He opened the door and looked in. Seated on the bed was the bachelor for whom the entire hotel staff was looking, clad in his night garments, and manifestly puzzled as to his exact location. He got up, dressed himself and came downstairs. Then he explained that he did not like the room assigned to him, and had started for the office to get another, and on the way had seen a door standing open. He had gone in; liked the looks of things and gone to bed.

HOW BUSINESS IS PICKING UP.

FAVORABLE REPORTS FROM JOBBERS IN MANY STATES.

Chicago, July 29.-"The Wholesale Grocer" wil publish to-morrow answers from jobbers all over the country to questions regarding trade. The replies were from jobbers in twenty-seven States, and 60 per cent show an increase in the volume of business for the first half of 1897, as compared with the same period last year; 30 per cent report the vol-ume about the same, and 20 per cent note a decrease. The question whether or not definite improvement in conditions was recognized was answered affirmatively by 70 per cent. Sectionally, 64 per cent of the jobbers in the Southern States, 65 in the Eastern, 70 in the Western and 25 per cent in the Central States said "Yes" to the Improvement

BETTER WAGES FOR GLASSWORKERS.

THE NEW TARIFF LAW.

the wage committees of the Eastern, Western and Northern districts of the Window-glass Workers' Association of the United States, who arrived here yesterday for the purpose of holding a conference o arrange the wage scale for the ensuing year, got down to business this morning. An increase of wages will be asked for, and the delegates have every assurance from the manufacturers that, as the new Tariff bill, which benefits the windowglass trade considerably, has become a law, an increased scale for the workers will be favorably considered. The object to be disposed of by this conference is an equitable distribution of the expected increase among the four branches of the window-glass workers—the blowers, the gatherers, the finishers and the cutters. This question of the equalization of wages and the just division of the increase among the four branches was the subject under consideration at this morning's meeting.

The discussion of the wage scale was continued at the afternoon session, but no conclusion was reached. The question of the introduction in the factories of machines for the flattening of glass, to which the workmen are opposed, was discussed at some iength, and it was decided to demand of the manufacturers a guarantee against loss of wages during the experimental use of labor-saving machinery reased scale for the workers will be favorably con

AVENUE.

THE CONTRACT PROVIDES FOR THE SALE OF THE STOCK AT \$200 A SHARE.

Edward Lauterbach, who is a director in the Third Avenue Railroad Company, and also the leading attorney for the company, yesterday confirmed a report that the company had made a contract for the purchase of a controlling interest in the Dry Dock, East Broadway and Battery Railroad Company. Negotiations for the control of the Dry Dock road by the Third Avenue line have been in progress several weeks, and they have been conducted mainly by Mr. Lauterbach, representing the Third Avenue directors, and Gustav E. Kissel, president of the Dry Dock company. The contract provides for the purchase of the majority of the Dry Dock stock at \$200 a share. Dry Dock shares have been selling recently at \$175 a share. The company's capital stock was \$1,-200,000 in 12,000 shares. The Third Avenue people therefore will pay more than the entire original capital stock of the Dry Dock company in order to secure a controlling interest.

If the contract is approved by both companies the Dry Dock will pass under control of the Third Avenue on August 23. There has been a free transfer of passengers between the cars of the Dry Dock line and its branches and the Third Avenue cars for about two years, but the Third Avenue directors feared that the Metro-Third Avenue directors learned that the politian Traction Company would get a controlling interest in the Dry Dock line if they falled to secure it. The Dry Dock people therefore were in a position to get a high price for the majority of stock.

Mr. Lauterbach said yesterday that the deal was of much importance to the Third Avenue

was of much importance to the Third Avenue Railroad Company, because it would increase the facilities of the company greatly on the east side of the city below Forty-second-st. Im-provements will be made in the Dry Dock line side of the city below Forty-second-st. Improvements will be made in the Dry Dock line and its branches, and probably there will be a change in motive power, so as to do away with horses and use either the underground trolley or compressed air motors. Under the new order also there will be a connection between the Dry Dock line and the Forty-second Street line, and the Third Avenue will thus have connections to all the East River ferries between Grand-st. and Forty-second-st.

The main Dry Dock line runs from Twenty-third-st., at the East River, through Avenue A. East Fourteenth-st., Avenue B. East Tenth-st., Avenue D. Eighth-st., Lewis-st., Grand-st., East Broadway and Park Row to Ann-st., returning by the same route to Grand-st, and through Columbia-st., Avenue D., East Fourteenth-st. and Avenue A to Twenty-third-st.

The Canal Street branch runs from Grand-st, and the East River, through Grand-st., East Broadway, Canal-st., Walker-st., North Moorest., Washington-st., and Cortlandt-st. to the North River, returning through Greenwich-st., East Thirty-fourth-st. and Grand-st.

The East Thirty-fourth Street branch runs from Thirty-fourth-st. and the East River through Thirty-fourth-st., Eighthead, St., East Eourteenth-st., Avenue B, Second-st., Essex-st., East Broadway and Fark Row to Ann-st., returning through Park Row, East Broadway, Clinton-st., Avenue B, East Fourteenth-st., First-ave, and East Thirty-fourth-st. to the ferry.

The Desbrosses Street Ferry branch runs from the Grand-st. ferry through Grand-st., Sullivan-st., Vestry-st. and Greenwich-st. to Desbrosses-st. and the ferry, returning by nearly the same route.

st, and the ferry, returning by nearly the same

STRICKEN DEAD ON THE RACETRACK.

F. M'LEAN EXPIRES SUDDENLY FROM HEART DISEASE AT OAKLEY.

Cincinnati, July 29.-After watching his gallant fly Taluca win the Ohio Stakes in the hardest kind of a drive. Dr. E. F. McLean, one of the bestknown horsemen on the American turf, was attacked with heart disease and died a short time afterward at the Oakley racetrack this afternoon. Dr. McLean was sitting alone in the timer's stan when he dropped over, gasping for breath. Medical ald was summoned, but in spite of the efforts of several physicians he died just as the bugle sounded calling the horses to the post for the last race. Dr. McLean's death was undoubtedly caused

sensational incidents which followed.

After Talu'a crossed the wire, a winner by a nose, and the jockeys were dismounting, John Huffman, the St. Louis horseman, took advantage of the selling clause in the conditions of the race and began to hid up Taluea, Dr. McLean's trainer, stood by and protected his filly, and after being bid up to \$3.000 she was bought in by Blackburn at that figure. Blackburn at once put in a claim for Remember Me, Huffman's horse, which finished second to Taluca, and after paying \$200, the amount she was entered for, both animals were led to the McLean stable. All during the run-up Dr. McLean sat stiently watching the transaction. After it was over his friends first noticed that he was ill, and only a short time afterward the fatal attack occurred. Dr. McLean's death caused the last race to be declared off. For fifteen years or more Dr. McLean had raced horses, and the public always had the greatest confidence in his stable. He was fifty-five years old, and leaves a widow and family. The Oakley management has declared the races for to-morrow and Saturday off on account of the death of Dr. McLean.

BENHAM FOUND GUILTY OF MURDER.

THE JURY SAYS THAT HE POISONED HIS YOUNG WIFE.

Batavia, N. Y., July 29.—Howard C. Benham was this afternoon convicted of the murder of his wife, Florence Tout Benham, by poisoning her. It was 1:15 o'clock when the jury entered the courtroom. 1:15 o'clock when the fury entered the courtroom.
Justice Laughlin, looking out at the stringling
mass trying to gain entrance to the courtroom,
sternly commanded them to be orderly and to
refrain from any demonstration. Benham was
brought through a rear door, and the attorneys entered breathless and with surprised looks.
Justice Laughlin turned to the jury.
"Have you agreed upon your verdict?" he asked.
Foreman Grove Whitney arose in his seat and

"Have you agreed upon your verdict?" he asked. Foreman Grove Whitney arose in his seat and answered:

"We have:
"How say you, do you find the prisoner at the bar guilty of the murder whereof he stands indicted or not guilty?" asked the clerk.

The foreman replied: "Guilty."
Benham sat as he did during all the long trial, apparently a man of marble. His laws worked a trifle faster as he chewed a huge quid of tobacco, and his face turned a shade paler. He did not seem to feel the full force of the words.
"I will fix Saturday morning for the sentencing of the defendant," said Justice Laughlin.
The verdict, Benham's counsel say, was a great surprise. When asked if they would appeal the case they replied: "Most certainly. We will ask for a new trial on Saturday, and if it is denied we shall carry the case to the highest court."

It is said the jury voted for conviction from the first.

The Benham case began with the elopement on

It is said the jury voted for conviction from the first.

The Benham case began with the elopement on August 2, 1892, of Miss Florence Tout, an heiress, sixteen years old, a pupil in the Livingstone Park Seminary, at Rochester, with Howard C. Benham, at that time twenty-two years old. Miss Tout, unlike Benham, was modest, retiring and of a winsome disposition, but was not prepossessing in appearance. In December last Mrs. Benham was taken seriously ill, and on the morning of January 4 she died, and Benham gave out a statement that death was due to rheumatism of the heart. Two days later, owing to various rumors, the Coroner decided to have an autopsy, the result of which was a statement that death was caused by atrophy and degeneration of the muscular tissue.

Later reports that Benham had purchased prussic acid created a sensation. Benham was arrested, and Mrs. Benham's body was exhumed and the various organs were removed for examination. As a result of this the Coroner's jury returned a verdict that the death of Mrs. Benham was caused by "hydrocyanic acid or prussic acid poison administered by her husband."

PERISHED IN AN AUSTRALIAN DESERT.

THE FATE OF CHARLES WELLS AND GEORGE JONES ASCERTAINED.

San Francisco, July 29 (Special) .- L. A. Wells, the leader of the Calvert exploring expedition in West Australia, has solved the mystery of the fate of his cousin, Charles Wells, and George Jones, two members of the party, who lost the track and were supposed to have perished in a waterless desert in January, 1896. Advices received to-day from Adelaide, South Australia, by steamer, show that the men died of thirst and exhaustion after terrible sufmen died of thirst and exhaustion after terrible suf-fering. Their bodies were found near Joanna Springs, in the middle of the worst desert in Aus-tralia. Their faces and bodies had been mummified by the intense heat. Jones left a journal, in which he rehearsed the story of their wanderings, their suffering from thirst and the loss of their camels, which they were too weak to follow. His last entry says they had only two guarts of water left.

CONTROL SECURED BY THE THIRD DECREES ENTERED IN THE FORECLOS-URE PROCEEDINGS AT OMAHA.

THE UPSET PRICE UNDER THE FIRST MORTGAGE,

\$50,637,455-TWENTY DAYS FOR THE COM-

PANY TO REDEEM THE PROPERTY Omaha, July 29.-Decrees of sale of the Union Pacific Railway under the foreclosure proceedings instituted against it by the United States were passed upon by Judge Walter Sanborn in the United States Court here to-day. There was no objection to the entrance of the Ames-Dexter decree, and, after a few corrections had been made in the printed copy of the decree, it was approved by the Court. The entrance of the Government decree drew forth a vigorous debate between ex-Governor Hoadley, special counsel for the United States, and Winslow S. Pierce, counsel for the Reorganization Committee, on the right of the Court to reserve to the United States all rights of the Government not expressly stated in the decree. It was decided in favor of the Government.

The upset price under the first mortgage will be \$50,637,455. Judge W. D. Cornish, of St. Paul, will act as special master in the matter. He will sell the main line, the 1,034 miles of road from Council Bluffs to Ogden, and its immediate branches in this city.

The date of sale will not be fixed for twenty days, the Court giving that much time to the Union Pacific Railway Company to redeem the property. The date of sale and other matters connected with the sale will be fixed by Judge Cornish. Similar decrees will be entered in Council Bluffs, and later in the States of Wyo-

Council Bluffs, and later in the States of Wyoming, Colorado, Utah and Kansas.

The entrance of the decrees of sale drew together an assemblage of as many prominent
judges, attorneys and counsellors as ever met
in Omaha, Judge Sanborn sat on the bench
with Judge Munger, and passed on the decrees.

The Government was represented by ex-Governor Hoadley, of Ohlo, now of New-York City,
and by General John C. Cowen, of this city.
Winslow S. Pierce, of New-York City, who is
said to have evolved the scheme of reorganization of the Union Pacific, with Lawrence Green,
looked after the interests of the Dexter-Ames
trustees of the Union Pacific first mortgage.
R. S. Hall, of this city, associated with Mr.
Pierce, was also on hand. The three receivers
of the Union Pacific system, Oliver W. Mink,
John W. Doane and E. Ellery Anderson, were
in attendance.

in attendance.

It was after 1 o'clock when the formalities were completed. The attorneys in the case spent another hour correcting the copies of the decree to conform to the changes made by the Court, and the papers were then filed. The de-Court, and the papers were then filed. The de-cree orders that all the property and rights of the company shall be sold at auction to the highest bidder upon the mortgaged premises at the freight station of the railroad company, in the city of Omaha, on a date to be fixed by the

within ten days an approximate statement of the amount of money in their hands, the amount of moneys due to them, and all their liabilities due from the operation of the mort-cased premises

The decree appoints William D. Cornish as special master to make the sale. Prospective bidders are required to deposit, five days previous to the sale, \$2,000,000, and the successful bidder must deposit, five days after the sale, 15 per cent of the bid. No bid will be accepted for a less amount than \$50,637,435. The purchaser may pay in cash, or cash and first mortgage bonds. Deferred payments must be paid as follows: Twenty-five per cent within thirty days after confirmation of the sale; 25 per cent in forty days; 25 per cent in fifty days, and 25 per cent in sixty days. The decree appoints William D. Cornish as

in forty days, 25 per cent in inty days.

The money received from the sale is to be used first for the payment of the first mortgage bonds; second, if there be a surplus, to the payment of any debt due the Government. The purchaser pays all costs, compensation of master, balance due receivers on unpaid indebtedness of receivers etc.

res, of receivers, etc.

The decree in favor of the United States is similar in form to the one for first mortgage bondholders, except that it provides for a sale of the property subject to the prior liens represented in the other decree.

PLAYING GOLF IN HIS MIND.

by the exciting finish in the stake race and the sensational incidents which followed.

THE "PUTTING" ENDED IN A TENDERLOIN CELL.

A man who was very much under the influence of strong waters boarded a Sixth-ave, horsecar last evening and proceeded to inform everybody else aboard that he was "Walter, of Jershey City,

last evening and proceeded to inform everybody else aboard that he was "Walter, of Jershey City, firsh cousin t' Willyum'f Orange." This he did at so frequent intervals that the conductor put him off, not at Buffalo, but at Thirty-third-st.

"Walter of Jersey City" looked pained as he stood in the middle of the street, gazing reproachfully after the disappearing car. Then his eye fell upon the umbrella in Iris hand. Then he lowered the top of it to the ground and swung it carefully once or twice. Then he struck violently at nothing, which lay in the street at his feet. It was his first stroke, and apparently it was a good one, for the man, who imagined that he was playing golf, dashed madly through Thirty-third-st, toward Flith-ave, after the bail, which, in his serene mind, he had driven in that direction.

Policeman Reid, of the Tenderloin precinct, observed the stroke, and being fond of golf started after the fleeing galfer. Apparently the ball had dropped into the basement of the Waldorf, for "Walter of Jersey City" plunged madly down there. Policeman Reid, did not hestiate at the hazard of the stairs, but dived down them headlong. He met the golfer coming up, and they mingled at the bottom of the flight. Instantly "Walter of Jersey City" was up again and ran up the stairs into the street, where he dropped his imaginary ball and took another good, long swing at it. This time he drove the sphere into the entrance to the Cambridge, on the opposite corner. After it he cushed, and was just emerging for a third stroke when another policeman joined the game. It was the policeman's turn to put this time, and he put "Walter of Jersey City" in a dungeon cell in the West Thirtieth-st, station. Walter begged for his golf stick, and when it was refused him he roared out good, round Scotch oaths, pouring out imprecations upon the fellows who had interrupted a gentleman's game.

HARD LUCK OF ANARCHISTS IN SPAIN.

TORTURED AND DEPRIVED OF WATER FOR EIGHT

Liverpool, July 29 .- A band of Anarchists exiled from Spain arrived here to-day on their way to London Several were interviewed and related their London Several were interviewed and related their experiences in Spanish prisons. They said that they had been fed upon sait fish and had been deprived of water for eight days at a time. The prison authorities promised to give them water if they would make confession. Owing to this treatment one of their number went mad and was shot down in his cell. Others were branded with hot irons, had their nails pulled out and were tortured in other ways.

DOUBT ABOUT ANDREE'S BALLOON.

DR. EKHOLM THINKS IT WOULD NOT KEEP

AFLOAT LONGER THAN TWENTY-FOUR DAYS. Stockholm, July 23.-Dr. Ekholm (Ekhola), who was associated with Andrée in his projected bal-loon voyage last year, writes to the "Aftonbladet" loon voyage last year, writes to the "Affonbladet" that he declined to join in the present attempt because the impermeability of the balloon was unsatisfactory. He says it jost fifty-one cubic metres of gas daily from the time of inflation. In his opinion, it would not float longer than from twenty-two to twenty-four days. Inasmuch as the voyage under ordinary conditions of wind would take at least twenty-four days. Dr. Ekholm believes Andrée will be remarkably fortunate if he succeeds at all

MAY EMBARRASS JOHNS HOPKINS.

JUDGES GOFF AND MORRIS DECIDE THAT IT I NOT A PREFERRED CREDITOR OF THE BALTIMORE AND OHIO RAILROAD.

Baltimore, July 29 .- Judges Goff and Morris in the United States Circuit Court to-day handed down an opinion in which it was decided that Johns Hopkins University and other holders of \$3,000,000 of first preferred 6 per cent stock of the Baltimore and Ohio Railroad were not preferred creditors, as was contended, and that they are in the same category as the other stockholders.

The decision of the court, if it is upheld in the higher tribunals, where it is understood that it will ultimately go for a decision, will seriously affect the finances of Johns Hopkins University and cause material changes, for a time at least, in the projected plans of that institution.

The trustees of the University hold nearly \$2,000,000 of the preferred stock, from which it drew an annual income of more than \$50,000. Baltimore and Ohio Railroad were not preferred

PRICE THREE CENTS.

THAT IS NOV. THE AIM OF REPUB-

LICAN LEADERS. THE NATIONAL AND CONGRESSIONAL COMMITTEES

ALREADY PLANNING THE CAMPAIGNS-

THE CONTESTS OF THIS YEAR.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, July 29.--Congress has dissolved, and Senators and Representatives have scattered to enjoy their well-earned vacation and try to forget politics for a time, but there still remain in Washington a number of men who are quietly and unostentatiously but actively engaged in laying the groundwork of the political campaigns of this year and 1898. Legislatures which will choose United States Senators in several States are to be elected in November, and in view of the unsatisfactory condition of affairs as regards party control and responsibility in the Senate, it is considered unusually and exceedingly important that the Republicans shall not only hold all the seats they now have, but gain as many more as they can, and if possible obtain control of that body at the beginning of the LVIth Congress Many shrewd Republican leaders believe that this can be done if proper efforts are put forth. To this end the National Committee will contribute its share by keeping up an ac-

tive and efficient organization during the sum-

mer and fall, and, in fact, until after the general

elections of 1898.

Among the State contests that are regarded as of prime importance this year are those in Iowa, Maryland and Ohlo. In Iowa a United States Senatorship is not involved in the coming contest, but all the various free-silver elements have effected a fusion on that issue, and the fight will be watched and its outcome awaited with interest. The National Committee is doing a good deal of work in that State in the way of supplying campaign literature, etc., and the prospect of a great victory already seems to be assured. No pains are being spared to impress upon the minds of the farmers of Iowa, irre spective of their past party affiliations, the fact that while the prices of all agricultural products have been steadily rising since last fall, the price of silver has as steadily fallen until it is lower now than ever before. It is believed that the producers of Iowa, as well as of other Western States, will not be slow to seize upon this fact and apply it to the theory of Bryan and his followers, who teach that the prices of wheat and silver rise and fall together.

A United States Senatorship is at stake in Maryland, as well as in Ohio, and all indications received here promise hot contests in both States. It goes without saying that the National Committee will spare no legitimate effort to insure a victory in these States, in one of which its chairman is a candidate for election to the Senate, while in the other Mr. Gorman will make the fight of his life to be his own suc-

The Republican Congress Committee is also keeping its headquarters open this summer. keeping its headquarters open this summer. It is not expected that much will be done before next winter, however, beyond planning the lines of literary work. The mass of Congressional speeches delivered during the late special session will be digested, and extracts made of the matters which seem to furnish good Republican capital. In the mean time, however, the headquarters will keep in close touch with all States where there will be political contests next fall.

lext fall. advices from Ohlo are very gratifying," hairman Babcock to-day. "I have re-"The advices from Ohlo are very gratifying," said Chairman Babcock to-day, "I have recently heard from trustworthy sources that political matters are proceeding in Ohlo to the utmost satisfaction of the Republican managers of the State campaign. There is no doubt whatever that we will elect a Legislature and return Mr. Hanna to the Senate. Every Republican will be interested and pleased with the relection of Senator Hanna. They all feel that they owe him a large debt of gratitude for his personal share in the victory of last November. In my opinion, Mr. Hanna's personality in the leadership of the Republican working forces in the campaign was responsible for the victory in a measure which never can be computed. The

leadership of the Republican working forces in the campaign was responsible for the victory in a measure which never can be computed. The confidence which he inspired in the business men of the country, and his masterful handling of momentous problems, marked him as one of the greatest leaders the Republican party has known for many years. I think that every Republican connected with National politics will share this opinion with me."

While Republicans are thus busy, the free-silver men are not laggard in their efforts. It is true that the Democratic National Committee is in a quiescent state just at this time, but the silver men proper are hard at work. The American Eimetallic Union, with headquarters in Washington, is running on full time and to its utmost capacity. George E. Bowen and ex-Congressman Bartine, of Nevada, are in charge. "The National Bimetallist," a semimonthly newspaper, is published at these headquarters, and a large amount of literature bearing on the free-silver question is being distributed. A great dea of literature is being sent to Iowa and Ohio, and attention will now be devoted to Maryland.

"I am very much gratified," said Mr. Bartine to-day, "at the tone of the platform which the Maryland Democrats adopted yesterday. It commits them to free coinage, and is all that could possibly be expected under the circumstances. I hold that it is a substantial declaration for the free coinage of gold and silver, because what is said of the international agreement in nowless qualifies the declaration for the use of the two metals. It is full and complete, and is made dependent upon no contingency."

REJECTION OF MINISTER MERRY. HIS VIEWS ON THE NICARAGUA CANAL

THOUGHT TO BE THE CAUSE. Washington, July 29 .- State Department officials are reticent on the subject of the objection which has been lodged against the reception of Captain has been lodged against the reception of Captain W. L. Merry, of San Francisco, as United States Minister to Nicaragua, Costa Rica and Salvador, to succeed Lewis Baker. The matter is now engaging the attention of the officials, and it is expected that within a few days representations will be made to the countries concerned which will induce them to abandon their objection as not well founded. It is learned that the objection is preferred by one of the three countries to which Mr. Merry is accredited, and that one of the other two has supported it as a matter of courtesy toward comrade in the league which forms the Greater

Republic of Central America.

It is possible that the objection to the selection of Captain Merry is not so much on account of the manner in which he has been credited to the three countries of Central America, instead of the three countries of Central America, instead of the Greater Republic of Central America, as because of his decided views on the Nicaragua Canal. Captain Merry was pushed by the California delegation for the place because he was an enthusiasic supporter of the canal project, and because of his wide knowledge of the subject. When it was announced that he was likely to be appointed, the son of Minister J. D. Redriguez of the Greater Republic of Central America made a protest to the Department of State against his appointment The reason given was that he would not be acceptable to ril the countries forming the new republic. Some old questions were called up, and it was said that the President of one of the States objected to Captain Merry. This was all cleared up and a cable dispatch was received from the President credited with making the objection, saying that Captain Merry would be acceptable ing that Captain Merry would be acceptable as Minister, and he would be glad to welcome him. The nomination of Captain Merry was then sent in and he was confirmed, but it appears that his enthusiastic support of the canal project has made him unacceptable to Minister Rodriguez, who is exposed to the canal project as reported in the opposed to the canal project as reported in the bill before the last Congress. A letter from the Minister was published while the bill was under discussion, taking strong grounds against the canal. Captain Merry presented a paper to the

canal. Captain Merry presented a paper to the Transmississippi Congress at Salt Lake City on July 15, taking an emphatic position in favor of the construction of the canal. 11 connection with the organization of the Cen-tral American States, an interesting report has been received from William Myers Little, Consul at Tegucigalpa, Honduras, inclosing a copy of the